



# ***DESIGNEE UPDATE***

**Vol. 10, No. 3**

**A quarterly publication designed to serve the  
Examiner, Designee, and Instructor Community**

**JULY 1998**

## **Inside This Update**

<b>Correction.....</b>	<b>1</b>
<b>False Hope.....</b>	<b>1</b>
<b>Is The Next One Is Free?.....</b>	<b>1</b>
<b>PTS? What's That?.....</b>	<b>1</b>
<b>Did You Know?.....</b>	<b>2</b>
<b>New ATP PTS's.....</b>	<b>2</b>
<b>Logging Of Ground Training.....</b>	<b>2</b>
<b>ILS (Timing??).....</b>	<b>3</b>
<b>Notice To Charlotte Examiners.....</b>	<b>3</b>
<b>141 Schools.....</b>	<b>3</b>
<b>Seminar Schedule.....</b>	<b>3</b>

## **CORRECTION**

I think we all accept the fact that a new regulation will be revised from time to time. As an occasional guest lecturer at the FAA Academy, I sometimes find that what was taught yesterday is no longer correct today. In an effort to inform those inspectors that were in attendance during my lecture, we published an article in the April issue titled "Center Thrust".

The article stated: Inspectors take note! The limitation shall NOT contain make and model as previously presented in some Academy classes. I did not mean to imply this information was being taught incorrectly by Academy instructors.

Editor

## **FALSE HOPE**

Many pilot examiner applicants are under the false impression that if they attend the initial pilot examiner seminar in Oklahoma City, they will be selected by their FSDO. The FSDO can only select from the top three candidates in their examiner pool, and they have no way of knowing in advance who these examiners are.

Informing examiner candidates that they will be selected after completing the seminar, may not be factual.

## **IS THE NEXT ONE FREE?**

Over the years, complaints have been received from examiners stating that some examiners charge less for a retest and in some cases do not charge the applicant for a retest at all. If the examiner charges a reasonable fee, the FAA will normally avoid this conflict; however, for comparison sake, here is some food for thought.

For example: You are sick and go to your doctor and receive a medication prescription. However, after a week the medication does not appear to have helped and you return to the same doctor. Will the office visit and next prescription be free? Will they be half price? Not likely! If your attorney loses your court case, will the next case he handles for you be free?

Keep in mind that it took years of studying and testing to obtain the ratings and certificates you now hold in order to be an examiner, and this did not come cheaply. Pilot examiners are professionals too.

## **PTS? WHAT'S THAT?**

The Practical Test Standard's (PTS), are used by pilot examiners/inspectors for evaluating the applicants knowledge and pilot skills.

When applicants demonstrate a lack of knowledge or skill during the practical test, and are asked if they are familiar with the PTS, the replies are shocking. Some say, "What is a PTS", or "The flight instructor showed me one, but I don't have one", or "I didn't know I could get one".

As we recommend, most flight instructors introduce their students to the PTS and administer a PTS-based practice test as part of the preparation for the practical test. The bottom line is, the FAA has made the knowledge test

questions available to study, and we did the same for the practical test. Instructors should keep in mind, the PTS is not a secret document.....

---

### DID YOU KNOW ?

Cross-country time can only be obtained in flight in an aircraft while using some method or system of navigation. Training in simulators cannot be logged as cross-country time.

A complex land airplane definition means an airplane with flaps, controllable pitch propeller and retractable landing gear. A complex seaplane has flaps and controllable pitch propeller.

### TRAINING

FAR §61.129(a)(3)(ii) states as follows: 10 hours of training in an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, **or is turbine-powered.**

### PRACTICAL TEST

Currently, in change 3 (12/4/97) page 6, of the Commercial-Airplane PTS states: "NOTE: A turbine powered airplane equipped with retractable landing gear and flaps may be used to meet the requirements." This **will** be changed to read the same as §61.129(a)(3)(ii), "... or is turbine powered..." allowing the use of turbine powered fixed gear aircraft for the test such as the Cessna 208 "Caravan" or an Otter that is converted to turbine power.

**NOTICE:** This does **NOT** preclude the requirement of FAR §61.31(e), which clearly states that you must receive the appropriate training and log book endorsement (or have previous PIC experience prior to 8/4/97) to act as pilot-in-command of a complex airplane -- including retractable gear if its not a seaplane.

---

### NEW ATP PTS's

The Airline Transport Pilot and Aircraft Type Rating Practical Tests are now available. The airplane is FAA-S-8081-5C, and the helicopter is FAA-S-8081-20. Both are dated August, 1998.

In the past, examiners have complained that there was very little guidance for conducting the ATP seaplane test. Well, that has been corrected. Page 8 titled Seaplane Class Rating from the airplane ATP states: In addition to the TASKS in this practical test standard, the following TASKS from the commercial pilot practical test standards must be accomplished for an airplane class rating of single-engine sea or multiengine sea:

1. Water and Seaplane Characteristics.
2. Seaplane Bases, Maritime Rules, and Aids to Marine Navigation.
3. Sailing.
4. Seaplane Base/Water Landing Site Markings and Lighting.
5. Glassy Water Takeoff and Climb.
6. Glassy Water Approach and Landing.
7. Rough Water Takeoff and Climb.
8. Rough Water Approach and Landing.
9. Confined-Area Takeoff and Climb.
10. Confined-Area Approach and Landing.
11. Anchoring.
12. Docking and Mooring.
13. Beaching.
14. Ramping.

In addition to the above TASKS, if the applicant does not have commercial multiengine class rating, the following TASK from the commercial pilot practical test standards must be accomplished for an airplane class rating of multiengine sea:

- Engine Inoperative-Loss of Directional Control Demonstration.

An amphibian type rating shall bear the limitation "LIMITED TO LAND," or "LIMITED TO SEA," as appropriate, unless the applicant demonstrates proficiency in both land and sea operations.

---

### LOGGING OF GROUND TRAINING

§61.105 and §61.125 state: a person who is applying for a private or commercial pilot certificate must **receive** and **log** ground and flight training from an authorized instructor or complete a home-study course on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

The rule does not state where the training is to be logged. Normally, flight training is logged in the **log book**, but it would seem awkward to have ground instruction intermingled on the same pages with the flight training. It is perfectly acceptable to log the required ground instruction separately in the back of the pilots log book. This ground training can also be logged on a pre-printed training record or on a personal computer generated form/record or on a separate piece of paper that will serve as the applicant's training record. The amount of training time spent on each of the required training items of the above mentioned paragraphs is **NOT REQUIRED.**

Here are examples of acceptable endorsements that can be used for 61.35(a)(1), 61.105(b) and 61.107(b).

I certify that I have reviewed Mr./Ms.\_\_\_\_ home study course on the applicable areas required by FAR 61.105(b) and find him/her prepared for the private pilot (list category of aircraft) aeronautical knowledge test.

I certify I have given Mr./Ms. \_\_\_\_ the ground and flight training required by FAR 61.107(b) (use paragraph applicable for category and class) and find him/her prepared for the private pilot (category and class) practical test.

Each followed by: **Date: Signature: Printed Name: CFI number: and expiration date:**

### **ILS (TIMING)??**

Timing during an ILS approach is not required. This technique may have been introduced under certain training regimes and in some cases could provide some useable information; however, failure to use timing during an ILS, is not grounds for failure of the test, and this procedure is not a requirement of the instrument PTS.

### **NOTICE TO CHARLOTTE EXAMINERS**

The Pilot Examiner Standardization Team is required to combine as many seminars as possible that are in reasonably close proximity to one another. The Charlotte pilot examiner seminar has been combined with the Columbia, SC seminar being held on March 10 & 11, 1999.

The requirement to attend an examiner seminar every 24 months has been extended to the Charlotte office to accommodate this change. The cooperation afforded to us by the Charlotte and Columbia FSDO Managers is greatly appreciated.

### **141 SCHOOLS**

A recent memorandum from Mr. Thomas E. Stuckey, Acting Director, Flight Standards Service, AFS-1 states as follows:

The Regulatory Support Division, AFS-600, has responsibility for the development, distribution, and administration of knowledge tests for airman certification. This requires continual monitoring and evaluation to ensure valid and reliable tests administered under 14 CFR parts 61, 63, 65, and 147.

Knowledge tests administered by 14 CFR part 141 schools, with written test examining authority, for pilot,

flight instructor and ground instructor certification are not included in the monitored test result data. Order 8700.1, chapter 146, Aviation Safety Inspector's Handbook requires all part 141 school tests be reviewed by the appropriate Flight Standards District Office (FSDO), and the Airman Testing Standards Branch, AFS-630. However, there is no provision to evaluate and analyze part 141 schools test performance, allowing for negative criticism of FAA oversight of the schools area. To ensure a standard level of testing, all part 141 schools with written test examining authority shall forward copies of each knowledge test administered to AFS-630 within 5 working days after completion of the test. Useful test performance and national norm information will be provided to facilitate school monitoring and supervision.

Order 8700.1, Aviation Safety Inspector's Handbook will be revised to reflect this guidance, as priorities permit.

### **PILOT EXAMINER SEMINARS JANUARY - JUNE, 1999**

Pre-registration for the following seminars is necessary.  
Call: (405) 954-0138

Oakland, CA & San Jose, CA @ Oakland .....	Jan. 6-7
Baton rouge, LA.....	Jan. 6-7
Dallas, TX.....	Jan. 27-28
Oklahoma City, OK ( <b>Initial Seminar</b> ).....	Feb. 1-5
Albuquerque, NM.....	Feb. 24-25
Anchorage, Fairbanks, Juneau, AK @ Anchorage .....	March 3-4
Columbia, SC & Charlotte, NC @ Columbia ....	March 10-11
Birmingham, AL.....	March 24-25
Portland, & Eugene, OR @ Portland.....	March 24-25
Oklahoma City, OK ( <b>Initial Seminar</b> ).....	Mar. 29-Apr. 2
Reno, NV.....	April 7-8
Las Vegas, NV.....	April 7-8
Richmond, VA, Baltimore, MD & Washington DC @ Alexandria.....	April 14-15
Nashville, TN & Louisville, KY @ Nashville .....	April 28-29
Fresno, CA.....	April 28-29
Albany, NY.....	May 19-20
Pittsburgh & Harrisburg, PA @ Pittsburgh.....	May 19-20
Lincoln NE.....	June 11-12
Oklahoma City, OK ( <b>Initial Seminar</b> ).....	June 21-25

### **NEW INFORMATION: PILOT TEST STATISTICS ARE NOW AVAILABLE AT THE AFS-600 WEB PAGE**

**<http://www.mmac.jccbi.gov/afs/afs600>**

### **CHECK THE FREQUENTLY ASKED QUESTIONS ABOUT PART 61 & PART 141 LISTED BY SECTION ON OUR WEB PAGE**

**<http://www.mmac.jccbi.gov/afs/afs600/pe.html>**  
(Acrobat 3.0 Reader can be downloaded from this page)